

I. Listing of Claims

Please amend the claims as follows:

CLAIMS:

1. (Currently Amended) An air-bag arrangement in a motor vehicle having at least a first vehicle seat and a second vehicle seat positioned adjacent one another to provide side-impact protection for an occupant of one of the vehicle seats, the air-bag arrangement comprising: two air-bag units provided for each of at least the one of the vehicle seats; the two air-bag units including a first air-bag unit containing an inboard air-bag to be deployed to occupy a space on an inboard side of the one of the vehicle seats and a second air-bag unit containing an outboard air-bag to be deployed to occupy a space on an outboard side of the one of the vehicle seats, a sensor and control arrangement operably connected to the first and second air-bag units for deployment of the first and second air-bag, the sensor and control arrangement configured to sense a side impact of the vehicle and to determine which side of the vehicle has been impacted, and to generate actuation signals ~~capable of actuating such~~ that only one of the first and second air-bag units that is closest to the point of impact is actuated.

2. (Currently Amended) An air-bag arrangement according to Claim 1 wherein both the first and second vehicle seats each have the two air-bag units, the sensor and control arrangement is configured to generate actuation signals ~~capable of actuating such that~~ only the one of the first and second air-bag units closest to the point of impact for each of the vehicle seats is actuated.

3. (Previously Presented) An air-bag arrangement according to Claim 1 wherein at least one of the first and second vehicle seats is provided with a sensor to sense the presence of the occupant in the vehicle seat, the sensor enabling actuation of at least one of the first and second air-bag units associated with the vehicle seat in response to the actuation signals from the sensor and control arrangement.
4. (Previously Presented) An air-bag arrangement according to Claim 1 wherein at least one of the first and second air-bag units is mounted in a back-rest of the one of the vehicle seats.
5. (Previously Presented) An air-bag arrangement according to Claim 4 wherein the first air-bag unit is mounted in the back-rest of the one of the vehicle seats and is on the inboard side of the one of the vehicle seats.
6. (Previously Presented) An air-bag arrangement according to Claim 4 wherein both the first and second air-bag units are mounted in the back-rest of the one of the vehicle seats.
7. (Previously Presented) An air-bag arrangement according to Claim 1 wherein at least one of the first and second air-bag units is mounted in an adjacent pillar of the motor vehicle.

8. (Previously Presented) An air-bag arrangement according to Claim 1 wherein at least one of the first and second vehicle seats is provided with a three-point safety-belt.

9. (Previously Presented) An air-bag arrangement according to Claim 8 wherein the three-point safety-belt is provided with a pretensioner.

10. (Previously Presented) An air-bag arrangement according to Claim 1 wherein the inboard side of the one of the vehicle seats is associated with a support element, the support element being configured to extend inboard of the inflated inboard air-bag of the first air-bag unit so as to provide lateral support to at least part of the inflated inboard air-bag.

11. (Previously Presented) An air-bag arrangement according to Claim 10 wherein the support element is mounted to the same vehicle seat as the inboard air-bag that it supports.

12. (Previously Presented) An air-bag arrangement according to Claim 10 wherein the support element is moveable relative to the one of the vehicle seats upon actuation of the inboard air-bag from an initial position to a first operative position, the inboard airbag being configured to extend to a second operative position when deployed, the support element in the first operative position extending inboard of the inboard airbag when deployed to the second operative position.

13. (Previously Presented) An air-bag arrangement according to Claim 12 wherein the support element is resiliently deformable and configured, when in the first operative position, to yield relative to the one of the vehicle seats under a force exerted thereon by the weight of the occupant of the one of the vehicle seats during the side impact, thereby absorbing energy.

14. (Previously Presented) An air-bag arrangement according to Claim 12 wherein the support element is configured to move from the initial position to the first operative position in a generally forward direction relative to a back-rest of the one of the vehicle seats.